



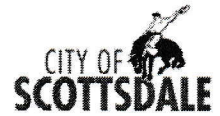
Application

Narrative

Cash Transmittal

Development Standards

Development Application



Development Application Type:

Please check the appropriate box of the Type(s) of Application(s) you are requesting

Zoning	Development Review	Land Divisions
<input checked="" type="checkbox"/> Rezoning (ZN)	<input type="checkbox"/> Development Review (Major) (DR)	<input type="checkbox"/> Subdivision (PP)
<input type="checkbox"/> In-fill Incentive (II)	<input type="checkbox"/> Development Review (Minor) (SA)	<input type="checkbox"/> Subdivision (Minor) (MD)
<input type="checkbox"/> Conditional Use Permit (UP)	<input type="checkbox"/> Wash Modification (WM)	<input type="checkbox"/> Land Assemblage
<input type="checkbox"/> Text Amendment (TA)	<input type="checkbox"/> Historic Property (HP)	Other
<input type="checkbox"/> Development Agreement (DA)	Wireless Communication Facilities	<input type="checkbox"/> Annexation/De-annexation (AN)
Exceptions to the Zoning Ordinance	<input type="checkbox"/> Small Wireless Facilities (SW)	<input checked="" type="checkbox"/> General Plan Amendment (GP)
<input type="checkbox"/> Minor Amendment (MN)	<input type="checkbox"/> Type 2 WCF DR Review Minor (SA)	<input type="checkbox"/> In-Lieu Parking (IP)
<input type="checkbox"/> Hardship Exemption (HE)	Signs	<input type="checkbox"/> Abandonment (AB)
<input type="checkbox"/> Variance/Accommodation/Appeal (BA)	<input type="checkbox"/> Master Sign Program (MS)	Other Application Type Not Listed
<input type="checkbox"/> Special Exception (SX)	<input type="checkbox"/> Community Sign District (MS)	<input type="checkbox"/> Other: _____

Project Name: Raintree Mixed Use

Property's Address: North of the Northwest corner of 87th Street and Raintree Drive

Property's Current Zoning District Designation: C-2

The property owner shall designate an agent/applicant for the Development Application. This person shall be the owner's contact for the City regarding this Development Application. The agent/applicant shall be responsible for communicating all City information to the owner and the owner application team.

Owner: Jim Riggs	Agent/Applicant: John Berry / Michele Hammond
Company: 101 Mega Raintree & 101 Envy Raintree	Company: Berry Riddell
Address: 7120 E. Keirland Dr #807 Sct, AZ 85254	Address: 6750 E. Camelback #100, Sct, AZ 85251
Phone: 602-292-2398 Fax:	Phone: 480-385-2357 Fax:
E-mail: <u>hoya-trojan@aol.com</u>	E-mail: <u>mh@berryriddell.com</u>
Designer: Joe Fitzpatrick	Engineer: Ali Fakih
Company: CCBG	Company: SEG
Address: 102 E. Buchanan St, Phx, AZ, 85004	Address: 8280 E. Gelding Dr, #101, Sct, AZ 85260
Phone: 602-258-2211 Fax:	Phone: 480-588-7226 Fax:
E-mail: <u>jfitzpatrick@ccbgarchitects.com</u>	E-mail: <u>ali@azseg.com</u>

Please indicate in the checkbox below the requested review methodology (please see the descriptions on page 2).

- This is not required for the following Development Application types: AN, AB, BA, II, GP, TA, PE and ZN. These applications¹ will be reviewed in a format similar to the Enhanced Application Review methodology.

☒ **Enhanced Application Review:** I hereby authorize the City of Scottsdale to review this application utilizing the Enhanced Application Review methodology.

☐ **Standard Application Review:** I hereby authorize the City of Scottsdale to review this application utilizing the Standard Application Review methodology.

See letter of authorization
Owner Signature

Michele Hammond
Agent/Applicant Signature

Official Use Only

Submittal Date:

Development Application No.:

Planning and Development Services

7447 East Indian School Road Suite 105, Scottsdale, Arizona 85251 • www.ScottsdaleAZ.gov

Development Application

Page 1 of 3

Revision Date: 5/10/2018

AFFIDAVIT OF AUTHORITY TO ACT FOR PROPERTY OWNER

1. This affidavit concerns the following parcel of land:

- a. Street Address: See parcel number & General Location
- b. County Tax Assessor's Parcel Number 215-52-034L & 215-52-034M
- c. General Location North of the NWC of Raintree & Pima Rd.
- d. Parcel Size: _____
- e. Legal Description: See title report

(If the land is a platted lot, then write the lot number, subdivision, name, and the plat's recording number and date. Otherwise, write "see attached legal description" and attach a legal description.)

2. I am the owner of the land or I am the duly and lawfully appointed agent of the owner of the land and have authority from the owner to sign this affidavit on the owner's behalf. If the land has more than one owner, then I am the agent for all of the owners, and the word "owner" in this affidavit refers to all of them.

3. I have authority from the owner to act for the owner before the City of Scottsdale with regard to any and all reviews, zoning map amendments, general plan amendments, development variances, abandonments, plats, lot splits, lot ties, use permits, building permits and other land use regulatory or related matters of every description involving the land, or involving adjacent or nearby lands in which the owner has (or may acquire) an interest and all applications, dedications, payments, assurances, decisions, agreements, legal documents, commitments, waivers and other matters relating to any of them.

4. The City of Scottsdale is authorized to rely on my authority as described in this affidavit until three work days after the day the owner delivers to the general manager of the Scottsdale Planning and Development Services Department a written statement revoking my authority.

5. I will immediately deliver to the general manager of the City of Scottsdale Planning and Development Services Department written notice of any change in the ownership of the land or in my authority to act for the owner.

6. If more than one person signs this affidavit, each of them, acting alone, shall have the authority described in this affidavit, and each of them warrant to the City of Scottsdale the authority of the others.

7. Under penalty of perjury, I warrant and represent to the City of Scottsdale that this affidavit is true and complete. I understand that any error or incomplete information in this affidavit or any applications may invalidate approvals or other actions taken by the City of Scottsdale, may otherwise delay or prevent development of the land and may expose me or the owner to other liability. I understand that people who have not signed this form may be prohibited from speaking for the owner at public meetings or in other city processes.

Name (printed)
Jim Riggs

Date
February 11, 2019
_____, 20_____
_____, 20_____
_____, 20_____

Signature
Jim Riggs

Affidavit of Authorization to Act for Property Owner



1. This affidavit concerns the following parcel of land:

- a. Street Address: 8688 E RAINTREE DRIVE SCOTTSDALE, AZ 85260
- b. County Tax Assessor's Parcel Number: 215 - 52 - 034M
- c. General Location: RAINTREE DRIVE & LOOP 101 PIMA FWY
- d. Parcel Size: 242,067 SF (5.56 ACRES)
- e. Legal Description: SEE ATTACHED LEGAL DESCRIPTION

(If the land is a platted lot, then write the lot number, subdivision name, and the plat's recording number and date. Otherwise, write "see attached legal description" and attach a legal description.)

- 2. I am the owner of the land or I am the duly and lawfully appointed agent of the owner of the land and have authority from the owner to sign this affidavit on the owner's behalf. If the land has more than one owner, then I am the agent for all of the owners, and the word "owner" in this affidavit refers to all of them.
- 3. I have authority from the owner to act for the owner before the City of Scottsdale with regard to any and all reviews, zoning map amendments, general plan amendments, development variances, abandonments, plats, lot splits, lot ties, use permits, building permits and other land use regulatory or related matters of every description involving the land, or involving adjacent or nearby lands in which the owner has (or may acquire) an interest, and all applications, dedications, payments, assurances, decisions, agreements, legal documents, commitments, waivers and other matters relating to any of them.
- 4. The City of Scottsdale is authorized to rely on my authority as described in this affidavit until three work days after the day the owner delivers to the Director of the Scottsdale Planning & Development Services Department a written statement revoking my authority.
- 5. I will immediately deliver to the Director of the City of Scottsdale Planning & Development Services Department written notice of any change in the ownership of the land or in my authority to act for the owner.
- 6. If more than one person signs this affidavit, each of them, acting alone, shall have the authority described in this affidavit, and each of them warrant to the City of Scottsdale the authority of the others.
- 7. Under penalty of perjury, I warrant and represent to the City of Scottsdale that this affidavit is true and complete. I understand that any error or incomplete information in this affidavit or any applications may invalidate approvals or other actions taken by the City of Scottsdale, may otherwise delay or prevent development of the land, and may expose me and the owner to other liability. I understand that people who have not signed this form may be prohibited from speaking for the owner at public meetings or in other city processes.

Name (printed)

PAUL LADEWSAUK

Date

2/11, 2019

Signature

[Handwritten Signature]

_____, 20__

_____, 20__

_____, 20__

Planning and Development Services

7447 E Indian School Road, Suite 105, Scottsdale, AZ 85251 • www.ScottsdaleAZ.gov

ADDRESS

8688 E RAINTREE DRIVE
SCOTTSDALE, AZ 85260

PARCEL #

215-52-034M
SUBDIVISION NORTHSIGHT 2 PAR 4

LEGAL DESCRIPTION

BEING A PORTION OF THE NORTHEAST QUARTER OF SECTION 12, TOWNSHIP 3 NORTH,
RANGE 4 EAST, OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY,
ARIZONA.

PARCEL NO.1:
LOT 6, NORTHSIGHT CROSSING PROPERTY, ACCORDING TO BOOK 688 OF MAPS, PAGE 12,
RECORDS OF MARICOPA COUNTY, ARIZONA. FILE NO. 3097TAZ

Project Narrative/Development Plan

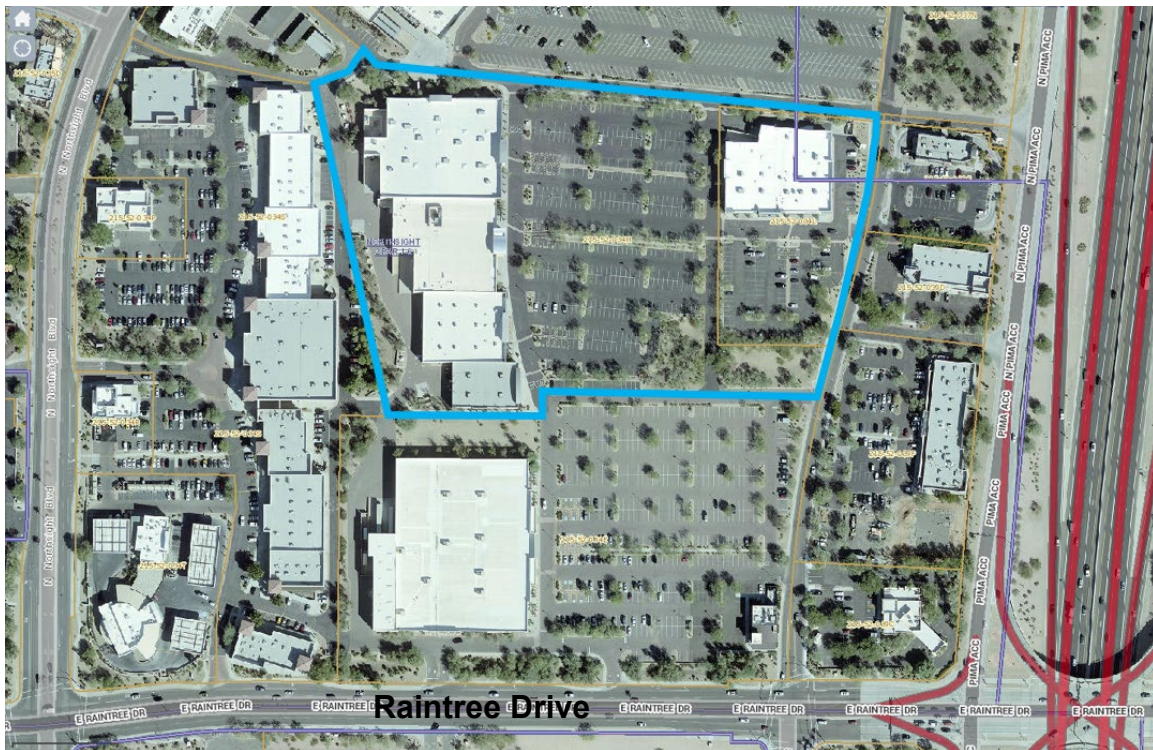
Non-Major General Plan Amendment

&

Rezoning

for

Raintree Mixed-Use Development



Prepared by:
Berry Riddell, LLC

John V. Berry, Esq.
Michele Hammond, Principal Planner

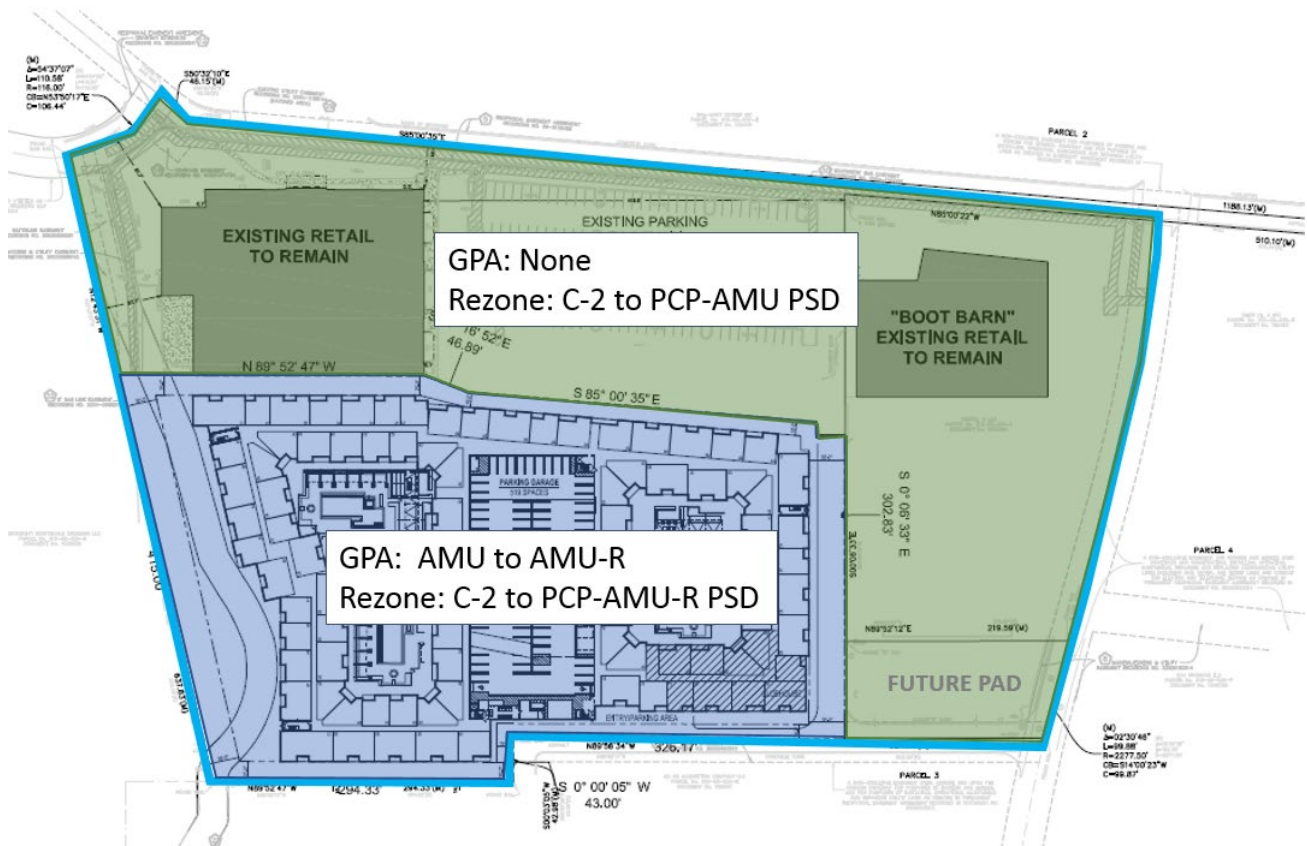
6750 E. Camelback Road, Suite 100
Scottsdale, AZ 85251

I. Purpose of Request

The subject 13.08+/- acre property is located near the northwest corner of Raintree & Pima (the "Property"), just south of the former Sam's Club site.

The request is for a non-major General Plan Amendment from Airpark Mixed Use (AMU) to Airpark Mixed Use-Residential (AMU-R) on a 5.56+/- acre site and rezoning on 13.08+/- acres (which includes the 5.56+/- acre site) from Central Business (C-2) to Planned Airpark Core- Airpark Mixed Use Residential and Planned Airpark Core-Airpark Mixed Use with Planned Shared District overlay (PCP-AMU-R PSD and PCP-AMU PSD). The PSD overlay will allow the 13.08+/- acre property to share development standards.

Wood Partners intends to develop the 5.56+/- acre site with a residential community consisting of 330+/- units and 60+/- feet in height including mechanical. The balance of the Property will remain with a collection of commercial land uses including a new internalized community storage facility in the existing retail building located at the northwest corner of the property (former sporting goods store) and a new commercial pad site at the southeast corner of the property.



The 13.08+/- gross acre Property currently occupies a collection of vacant retail spaces (previously Sport Chalet, Whole Foods, Mega Furniture), which have experience continued tenant turnover through the last two decades. Additionally, the Sam's Club building to the north has been vacant for the last year. Due to the location of the inline retail spaces and significant setback from the freeway, the proposed mixed-use concept will provide a much better land use mix for this infill Property. The retail on the northwest corner of the Property (the previous Sport Chalet) will be repurposed as an internalized community storage facility and the Boot Barn pad along 87th Street will remain. Additionally, there is a proposal for a new pad site at the southeast corner of the site. The balance of the site will include a new residential development carefully integrated with the mix of surrounding retail.

Redevelopment of this underutilized, partially vacant Property will add to and support the local and regional economic base generating additional revenue for the City. The Property is surrounded by a variety of retail, employment and service-related business in the Scottsdale Airpark.

The Wood Partners residential community will provide residences close to jobs in the Scottsdale Airpark, a significant employment center with more than 57,000 employees and approximately 40 million square feet of commercial space (*AZBigMedia.com, March 2018*). New multifamily housing will also provide additional customer base and an economic benefit for nearby businesses, some of which have struggled; bringing rooftops to this area will bolster retail and service-related businesses.

II. City of Scottsdale General Plan 2001

The proposed development requires a non-major amendment to the General Plan Land Use Map designation in the Greater Airpark Character Area Plan ("GACAP") to accommodate the request for PCP-AMU-R PSD zoning on the 5.56+/- acre residential parcel. The proposal is supportive of the desired values defined in the General Plan, which include those goals for the Character & Design, Land Use, and Growth Areas as outlined below. Additional analysis regarding the GACAP is provided in section III below.

The requested GPA is a non-major amendment based on the criteria established in the 2001 General Plan (pages 20-23):

- 1) Change in Land Use Category: Currently designated as Mixed Use Neighborhoods and no change is proposed with this GPA request.
- 2) Area of Change Criteria: The GPA site area of 5.56+/- acres is less than 10 acres, which is below the property size threshold in Planning Zone B.
- 3) Character Area Criteria: The site is located within the GACAP and is currently

designated as AMU (Airpark Mixed Use). The GPA request from AMU to AMU-R (Airpark Mixed Use -Residential) to allow for residential land uses on the 5.56+/- acre portion of the site does not trigger a Major GPA.

- 4) Water/Wastewater Infrastructure Criteria: Based on the water and wastewater studies provided with the application, the proposed redevelopment of the site will not impose more demand on the existing infrastructure systems.

2001 General Plan Land Use Map



Six Guiding Principles

The follow principles from the CityShape 2020 Comprehensive Report are relevant to the proposed request.

❖ Enhance Neighborhoods

Scottsdale's residential and commercial neighborhoods are a major defining element of this community. The quality of our experience as a Scottsdale citizen is expressed first and foremost in the individual neighborhoods where we live, work, and play. Scottsdale is committed to maintaining and enhancing our existing and future neighborhoods. Development, revitalization, and redevelopment decisions, including zoning and infrastructure planning, must meet the needs of our neighborhoods in the context of broader community goals.

Strategies:

- *Integrate public safety into the design of neighborhoods and their community facilities and amenities*
- *Address neighborhood edges, especially adjacent to major streets and areas of commercial development*
- *Encourage the blending of new and existing neighborhoods*
- *Identify mature neighborhoods that may benefit from revitalization and / or redevelopment and pursue reinvestment through public projects, private and individual initiatives, and other incentives*

Response: The overall concept is to create a mixed-use residential synergy within close proximity to abundant, established retail and office services. The project will create a sustainable, walk-friendly environment that takes advantage of the huge employment and retail base, which surrounds the Property. The Property is buffered from Northsight, Raintree and Loop 101 by the existing built environment, making the site ideal for residential redevelopment with regional access. The development provides safe pedestrian connectivity and compatible landscape/hardscape design elements between the commercial development and residential community so that the two land uses function as a synergistic mixed-use development.

❖ ***Support Economic Vitality***

The strength of Scottsdale's economy has enabled the city to provide a high level of service to its residents at a relatively low cost through tourism and sales tax subsidies. In order to maintain its economic advantage, it is important to foster a balanced economic development program. We are committed to the goal of supporting our existing strengths by targeting new opportunities which can diversify our economic base; providing for the fiscal health of the city; and forming partnerships with the community which strengthen our ability to meet this goal.

Strategies:

- *Encourage opportunities for existing businesses to grow and prosper*
- *Target new economic activities and job opportunities that are compatible with Scottsdale's lifestyle, such as medical and research; especially those that are non-polluting and use advanced technologies that support telecommuting and alternative transportation modes*
- *Ensure that there are adequate opportunities for future commercial and business activities throughout the community*
- *Encourage a variety of housing types and densities in new development if they foster neighborhood identity*

Response: The Property is an underutilized commercial retail site with several vacant buildings located in the middle of an area designated as Regional Core with easy access to the 101 Freeway. Being surrounded with multiple retail and large office uses, a mixed-use residential community will be very compatible and will provide housing

options in the Airpark area supporting area retail and businesses. The proposed development will allow employees to live close to their jobs and walk or bike to work.

❖ ***Value Scottsdale's Unique Lifestyle & Character***

Scottsdale offers a superior and desirable Sonoran Desert lifestyle for its citizens and visitors. Scottsdale's lifestyle and character embrace the beauty of our natural features including the desert, mountains, and washes; and our contributions to the physical environment such as quality residential development, distinctive commercial and employment centers, and pleasing public amenities. Ensuring a variety of living, working, and leisure opportunities is fundamental to our community. The preservation of this unique lifestyle and character will be achieved through respect for our natural and man-made environment, while providing for the needs of our citizens.

Strategies:

- *Define a variety of character areas that are compatible with the surrounding natural and man-made area by taking advantage of existing amenities*
- *Ensure that development or redevelopment reflects the form, scale, materials, design features, and overall ambiance established in a Character Area Plan*
- *Incorporate public art into emerging and mature areas that express the dominant lifestyle or character of an area, through public and private development and redevelopment opportunities*

Response: The Property is located in the GACAP, which is discussed in more detail below in section III. The Airpark creates a unique opportunity to support a range of land uses that interrelate and balance the live, work, play concept. The integration of multifamily residential in a mixed-use setting strikes an important land use balance with the employment character of the Airpark. It provides a land use balance creating a stronger, sustainable employment and service node essential to the continued success of the Airpark. The proposed development embodies an Airpark appropriate building with materials and colors that are compatible to existing fabric of the Airpark character while providing unique detailing and presence. Collectively, the PCP development plan, including both existing commercial and newly proposed residential, is designed in a cohesive manner that provides visual and physical connectivity through the architectural styles and the hardscape/landscape design.

2001 General Plan Goals & Policies

❖ Character & Design:

Goal 1: *Determine the appropriateness of all development in terms of community goals, surrounding area character, and the specific context of the surrounding neighborhood.*

-Bullet 2: *Enrich the lives of all Scottsdale citizens by promoting safe, attractive, and context compatible development.*

-Bullet 4: *Ensure that all development is a part of and contributes to the established or planned character of the area of the proposed location. Character can cross land uses and zoning to include community regions containing a mixture of housing, employment, cultural, educational, commercial and recreational uses. The overall type of character type that these uses are a part of describes the pattern and intensity of how these uses fit together. The following general character types are found in our community:*

***Urban Character Types** contain higher density residential, non-residential, and mixed-use neighborhoods. The district includes apartments, high-density townhouses, commercial and employment centers and resorts. Urban districts should have a pedestrian orientation with shade, activity nodes and small intimate developed open spaces that encourage interaction among people. Some examples of Urban Districts include:*

***Freeway Corridor/Regional Core (a subdistrict of the Urban Character Type)** will be a dense mixed-use employment core that includes a number of region-serving office, retail and hotel uses. This core will include more than a million square feet of regional and community retail centers. Employment along the freeway corridor will be second only to the Downtown District in intensity and positive impact on the City's economic development.*

Response: The Urban Character Type recognizes the need for a wide variety of high intensity uses in the same location area to support each other and create a true urban feel. The Property is an underutilized commercial retail site with several vacant buildings located in the middle of an area designated as Regional Core with easy access to the 101 Freeway. Being surrounded with multiple retail and large office uses, a mixed-use residential community would be very compatible and provide housing options in the Airpark area. The proposed development would allow employees to live close to their jobs and walk or bike to work.

Goal 2: *Review the design of all development proposals to foster quality design that enhances Scottsdale as a unique southwestern desert community.*

-Bullet 5: *Promote development that respects and enhances the unique climate, topography, vegetation and historical context of Scottsdale's Sonoran Desert*

environment, all of which are considered amenities that help sustain our community and its quality of life.

-Bullet 6: *Promote, evaluate and maintain the Scottsdale Sensitive Design Principles that when followed will help improve and reinforce the quality of design in our community.*

Response: The proposed site layout, architectural character and landscaping design respects the unique climate, and vegetation of Scottsdale. See Scottsdale Sensitive Design Principles below (Section V) for detailed responses regarding each principle.

Goal 6: *Recognize the value and visual significance that landscaping has upon the character of the community and maintain standards that result in substantial, mature landscaping that reinforces the character of a city.*

- Bullet 1:*** *Require substantial landscaping be provided as part of new development or redevelopment.*
- Bullet 3:*** *Encourage the use of landscaping to reduce the effects of heat and glare on buildings and pedestrian areas as well as contribute toward better air quality.*
- Bullet 4:*** *Discourage plant materials that contribute substantial air-borne pollen.*
- Bullet 5:*** *Encourage landscape designs that promote water conservation, safe public settings, erosion protection, and reduce the “urban heat island” effect.*

Response: The desert landscape character of the Property includes a variety of plants that currently provide year-round color, shade, and texture for the site. The proposed plant palette incorporates compatible, hardy plants known to thrive in the intense heat and sun of the desert climate. Plant selection and placement will allow for the ability to use water efficiently throughout the site. The proposed planting design limits lush and dense planting patterns to areas with the most human interaction such as entries, amenity areas and pedestrian areas.

Goal 7: *Encourage sensitive outdoor lighting that reflects the needs and character of different parts of the City.*

- Bullet 2:*** *Encourage lighting designs that minimize glare and lighting intrusions into neighborhood settings.*
- Bullet 3:*** *Encourage creative and high-quality designs for outdoor lighting fixtures and standards that reflect the character of the local context.*
- Bullet 5:*** *Allow for lighting systems that support active pedestrian uses and contribute to public safety.*

Response: Lighting will be designed in a manner that is respectful of the surrounding context while maintaining safety for future residents. Lighting designs will be commensurate with the quality architectural style proposed for the Property; low-level with no glare and intrusion on neighboring properties. Lighting will be placed in a thoughtful way to provide safe pedestrian wayfinding at night and highlight paths leading to parking areas.

❖ **Land Use:**

Goal 1: *Recognize Scottsdale's role as a major regional economic and cultural center, featuring business, tourism, and cultural activities.*

- Bullet 1: Strengthen the identity of Scottsdale by encouraging land uses that contribute to the character of the community and sustain a viable economic base.*
- Bullet 2: Encourage land uses that preserve a high quality of life and define Scottsdale's sense of place within a region.*

Response: Redevelopment of this underutilized, partially vacant Property will add to and support the local and regional economic base generating additional revenue for the City. The Property is surrounded by a variety of retail, employment and service-related business in the Scottsdale Airpark adding residential to the mix will strengthen the long-term stability of the area.

Goal 3: *Encourage the transition of land uses from more intense regional and citywide activity areas to less intense activity areas within local neighborhoods.*

- Bullet 2: Encourage the location of more intense mixed-use centers and regional employment cores along regional networks.*
- Bullet 6: Encourage transitions between different land uses and intensities through the use of gradual land use changes, particularly where natural or man-made buffers are not available.*

Response: Wood Partners intends to utilize 60+/- feet (including mechanical) of the allowed 84 feet in height allowed by the PCP ordinance to create a unique four-story residential community with Southwestern contemporary elevations complementary to the character of the adjacent Scottsdale Airpark. The design reflects a “wrap” concept (residential buildings wrapping the above grade parking structure) with architecture that creatively carves out several courtyard spaces and private balconies for its residents to enjoy. The design creates more openness and interest than a traditional linear building design. The commercial buildings will remain to the north and east with a new pad site at the southeast corner of the Property. Given the context, the residential building height will provide a logical transition from the taller massing elements (centered between Northsight and 87th Street and setback from dedicated streets) to the surrounding commercial context.

Goal 4: *Maintain a balance of land uses that support a high quality of life, a diverse mixture of housing and leisure opportunities and the economic base needed to secure resources to support the community.*

- Bullet 1: Allow for diversity of residential uses and supporting services that provide for the needs of the community.*
- Bullet 4: Provide a variety of housing types and densities and innovative development patterns and building methods that will result in greater housing affordability.*

Response: Redeveloping the Property as a mixed-use residential community will directly support the wide variety of major employment and service-related uses in the immediate area. Additionally, revitalizing and redeveloping properties is a critical part of the economic vitality of the community as it matures. Integrating additional housing options in this area is essential for the continuing economic growth and sustainability of the Airpark. This project exemplifies this revitalization component by taking underutilized, largely vacant, commercial buildings and developing the Property into a thriving mixed-use residential community to better serve the area and increase tax revenue for the City.

Goal 5: *Develop land use patterns that are compatible with and support a variety of mobility opportunities/choices and service provisions.*

- Bullet 1:*** *Integrate the pattern of land uses and mobility systems in ways that allow for shorter and fewer automobile trips and greater choices for mobility.*
- Bullet 2:*** *Encourage non-motorized (pedestrian and bicycle) access/circulation within and to mixed-use centers to reduce reliance on the automobile.*
- Bullet 3:*** *Provide balance of live, work, and play land uses and development intensities that enable convenient non-automotive trips where environmentally and physically feasible.*
- Bullet 4:*** *Support the physical integration of residential uses with retail uses to provide opportunities for pedestrian oriented development.*
- Bullet 8:*** *Encourage that land uses with the highest intensity be located in areas conducive to alternative modes of transportation.*

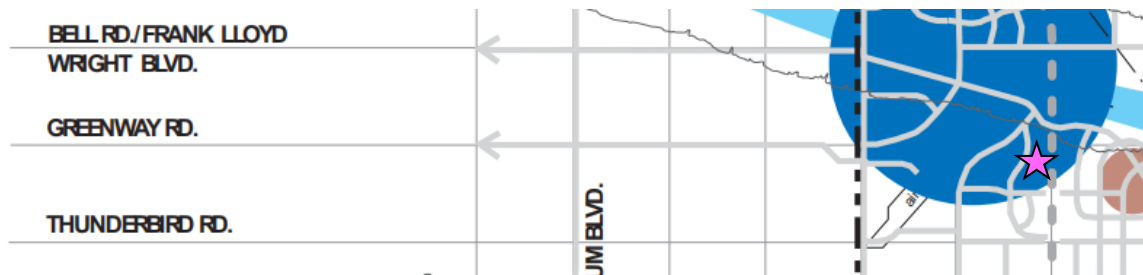
Response: The Property is located within the Mixed-Use Neighborhoods land use designation (2001 GP) and the GPA request from AMU to AMU-R (GACAP) will better implement the live, play, work land use philosophy in the Airpark by integrating housing options in an employment and shopping core. The site benefits from a range of multimodal transportation options including pedestrian, vehicular and public transit. The Property is near the Raintree/Loop 101 interchange and close to several arterial roads all of which provide regional access. Additionally, the Property is close to public transit routes that provide direct access to many parts of the east valley. The Scottsdale Trolley system (Mustang Route) runs from Northside and Hayden to Mustang Library extending to Via Linda and Frank Lloyd Wright.

❖ ***Growth Areas:***

The site is located on the edge of the Activity Area identified above on the City's Growth Areas Map (see below). Activity Areas have a concentration of development promoting a range of mixed land uses.

Goal 1: *Direct and sustain growth and expansion in areas of the city that can support a concentration of a variety of uses and are particularly suitable for multimodal transportation and infrastructure expansion and improvements.*

-Bullet 3: Promote the coordination of infrastructure development and upgrade with opportunities for infill development and development activity where it will encourage a mix of uses and support pedestrian and transit activity.



• Growth Areas Map

 **Growth Areas**
(areas where future development is focused - mixed uses and multi-modal transportation are most appropriate in these areas)

Response: The proposed development will tie into existing infrastructure systems. Water and sewer basis of design reports are being submitted and reviewed with the zoning application. The existing transportation network will more than adequately serve the proposed use as there will be a significant reduction in vehicle trips from the existing commercial zoning (see Traffic Report). Integrating mixed-use residential in the heart of the Airpark will help sustain the balance of land uses and continue to serve a growing and diverse community.

Goal 2: Make automobile transit and other multimodal circulation more efficient.

-Bullet 1: Encourage physical planning and design techniques that facilitate the access to and use of transit services and pedestrian amenities.

Response: The Property is close to public transit routes that provide direct access to many parts of the east valley as well as the Scottsdale Trolley's Mustang Route, which runs along Northsight Boulevard and Raintree Drive. Additionally, the Property is approximately 500 feet north of the Raintree/Loop 101 interchange. The Loop 101 connects with many other major freeways in the valley which further extends regional access. Hayden Road (major arterial) is located approximately one-half mile to the north which connects to Frank Lloyd Wright Boulevard (major arterial). The site is extremely desirable for multifamily development due to the surrounding services, retail and restaurants within walking distance of the site.

❖ **Community Mobility:**

Goal 2: *Protect the physical integrity of regional networks to help reduce the number, length, and frequency of automobile trips, to improve air quality, reduce traffic congestion, and enhance quality of life.*

-Bullet 1: *Improve air quality by encouraging live, work and play relationships in land use decisions that reduce the distance and frequency of automobile generated trips.*

Response: As mentioned previously, the Scottsdale Airpark is a significant employment center in Arizona with more than 57,000 employees and approximately 40 million square feet of commercial space. The residential land use submarket has expanded in the Airpark over the last two years providing housing for the growing employment core. According the Greater Scottsdale Airpark 2030 Report (*AZBigMedia.com*), the Airpark will continue to grow with more than 4,000 businesses employing as many as 80,000 employees by 2030, furthering the need for additional housing options. The site is within close proximity to businesses such as Go Daddy, Vanguard, and Colliers International, just to name a few. Offering housing options close to large employment cores and supporting retail reduces vehicle trips and encourages walkability. Further, the Property is located within close proximity to regional transportation corridors (Hayden Road, Frank Lloyd Wright Boulevard, Loop 101) and public transit options. The development will create a sustainable, walk-friendly environment for its residents with functional, internal pedestrian connections between site amenities and other land adjoining land uses.

Goal 3: *Promote regional diversity and connectivity of mobility choices.*

-Bullet 2: *Connect and support diversity of mobility choices to and within areas that contain the greatest intensity of development.*

Response: The site and surrounding area is located within the Airpark employment core established with a higher intensity of development. Mobility options include public transit (Valley Metro and Scottsdale Trolley), bicycling, walking, park-and-ride and ride share. The Property is located within close proximity to regional transportation corridors (Hayden Road, Frank Lloyd Wright Boulevard and Loop 101).

Goal 5: *Relieve traffic congestion.*

-Bullet 3: *Emphasize work, live and play relationships in land use decisions that will reduce the distance and frequency of automobile trips and support alternative modes, such as pedestrian paths, equestrian trails, cyclists routes, transit, telecommuting and technology for moving people and information.*

Response: The proposed residential development provides new housing in the heart of an established employment core with a multitude of transportation options. The development also promotes walkability and connectivity to nearby retail, restaurants, services and employers so that the reliance on vehicles as a primary source of mobility is naturally reduced by the land use synergy.

III. Greater Airpark Character Area Plan

The Greater Airpark Character Area Plan ("GACAP") was adopted in October 2010 by Scottsdale's City Council. The purpose of the GACAP is to establish "the vision for the Greater Scottsdale Airpark and provide the basis for Greater Airpark decision-making over a twenty-year timeframe." To achieve this, the City established a series of goals and policies to provide a framework for future development. The GACAP is divided into eight chapters each with its own focus and vision: Land Use, Neighborhood & Housing, Aviation, Community Mobility, Economic Vitality, Environmental Planning, Character & Design, and Public Service & Facilities. The following paragraphs ("responses") will highlight how this application meets the goals and policies of the GACAP.

The request for a non-major GPA on the southwest portion of the site totally 5.56 +/- gross acres of the subject Property from AMU to AMU-R will allow for residential land use in an area that is already designated for mixed-use (business, office, employment, retail, instructional and hotel uses). The Property is near the Loop 101 just north of Raintree Drive and east of Northsight Boulevard; both Signature Corridors and Transit Routes in the GACAP. Additionally, the Property is located outside the 55 DNL line, which is appropriate for residential land uses. New construction will feature appropriate noise attenuation through the use of upgraded building materials and insulation, disclosure to residents and an aviation easement in conformance with the City's requirements.

GACAP Definition (emphasis added):

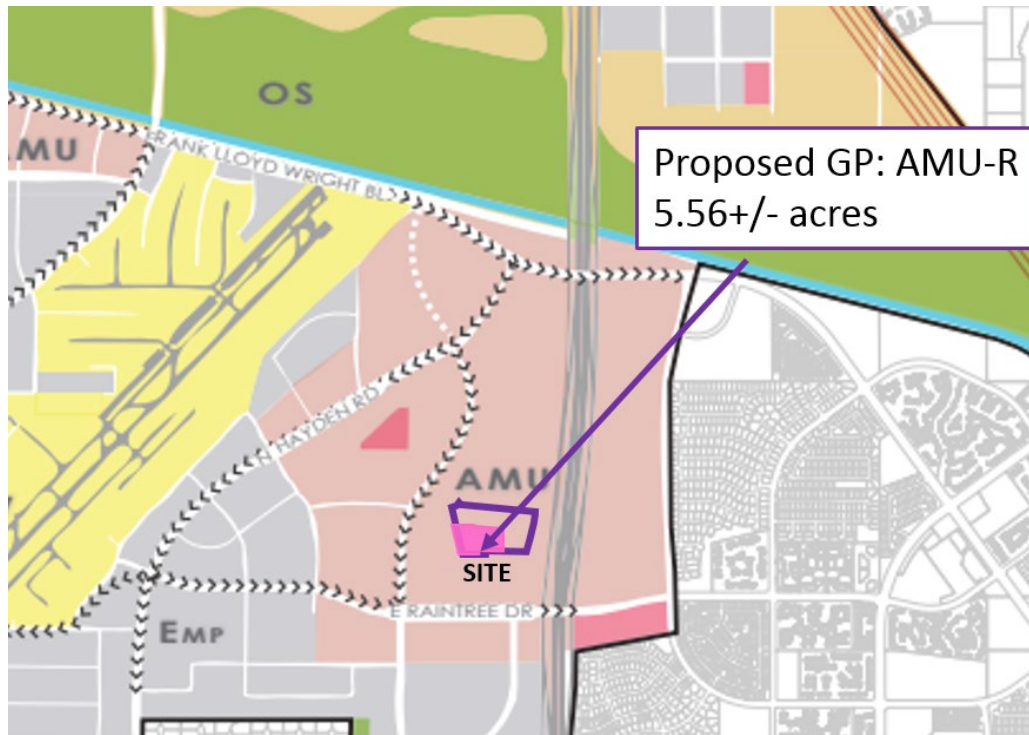
***Airpark Mixed Use Residential** areas are appropriate for the greatest variety of personal and business services, employment, office and institutional, cultural amenities, retail, hotel, and higher density residential. Developments in the AMU-R areas should be pedestrian-oriented have access to multiple modes of transportation and should be located outside of the Airport's 55 DNL contour. Residential and other sensitive uses should be a lesser component of development and include adequate sound attenuation. Design of residential uses in the areas south of the Central Arizona Project Aqueduct should support businesses and tourism uses, such as time-shares, multi family rental units and corporate housing [emphasis added].*

The Conceptual Development Type Map designates the Property as "Type C – Higher Scale" which is defined in the GACAP as follows (emphasis added):

***Type C** development represents medium to higher scale development which supports pedestrian activity in the Greater Airpark. Type C is encouraged in areas with access to multiple modes of transportation, served by regional transportation networks (i.e. freeways or transit corridors), and where the scale will complement the area's character. Type C development is appropriate in areas next to both Types C1 and B development. Type C is not recommended immediately adjacent to the Scottsdale Airport.*

The Regional Core designation denotes areas appropriate for the greatest development intensity in the Greater Airpark to support major regional land uses. Regional Core is only appropriate in Type C areas that are or will be served by high-capacity transit or a freeway. Regional Core areas should not be located adjacent to single-family residential areas or within Type A or B development areas [emphasis added].

Greater Airpark Land Use Map
(GACAP Page 11)



➤ **Land Use**

Goal LU 1

Maintain and expand the Greater Airpark's role as a national and international economic destination through appropriate land uses, development, and revitalization.

***Policy LU 1.1** Maintain and expand the diversity of land uses in the Greater Airpark*

Response: The proposal for a mixed-use residential development on the 13.08+/- acre adds a missing residential component to this underutilized developed site in a prime Airpark location of Scottsdale. Characteristics of successful mixed-use developments include a range of land uses and promote the "live, work, play" philosophy. The proposed development accomplishes a range of goals including revitalizing an underutilized

property (the vacant retail), integrating high quality, vibrant architecture and site planning to the area, and creating pedestrian synergy that will complement the surrounding context.

***Policy LU 1.2** Support a mix of land uses within the Greater Airpark that promote a sense of community and economic efficiency, such as clustering similar/supportive uses and incorporating residential intended for the area's workforce, where appropriate.*

Response: The Airpark is predominately an employment core area. Integrating the proposed multifamily land use in a mixed-use setting will provide a residential rental and workforce housing opportunity for the residents of Scottsdale in an employment and service core area of the City. The location of the Property not only provides an opportunity for workforce housing in the employment core, but also connectivity to the retail and restaurants established in the nearby developments that will enhance their sustainability. The mix of residential units will include 1, 2 and 3-bedroom units with rentable square footage ranging from 800 s.f. to 1,400 s.f. Rental rates have not been determined and will be based on market rates and unit size/location after construction is completed. The number of 1, 2 and 3-bedroom units is still being established.

***Policy LU 1.4** Encourage the redevelopment of underutilized land to more productive uses.*

Response: The redevelopment parcel currently contains a former Sport Chalet and Whole Foods with approximately 100,000 s.f. of underutilized building space and a large parking field. The two largest tenant spaces have been sitting vacant for over one year. The redevelopment proposed under this application provides revitalization and more productive uses for this core area of Scottsdale.

***Policy LU 1.6** Encourage the assemblage of small, inefficient parcels and the replacement of obsolete structures in the Greater Airpark utilizing strategies including, but not limited to, development flexibility and expedited processing of proposals.*

Response: In addition to the comments under Policy LU 1.4, the proposed development accomplishes a range of GACAP goals including revitalizing an underutilized commercial development, integrating high quality, vibrant architecture and site planning to the area, and creating pedestrian synergy that will complement the surrounding context. This development is being achieved by utilizing the PCP zoning district, which rewritten by City Staff and approved by City Council in 2013. The PCP allows for the flexibility in development standards and encourages mixed use developments. This ordinance was specifically designed to implement the GACAP.

***Policy LU 1.7** Encourage adaptive reuse of buildings.*

Response: The development proposal does include the adaptive reuse of the partially vacant commercial building. The Sport Chalet will be repurposed for a new internalized community storage facility and the balance of the adjacent shops will be torn down and

redeveloped with new residential. Additionally, the location of the building is not ideal for commercial retail development due limited visibility from Northsight, Raintree and the 101). The proposal to integrate a new modern residential community in the heart of established commercial support uses provides a synergy and mixed-use character promoted by the GACAP bringing revitalization to the Scottsdale Airpark.

Goal LU 4

Utilize development types to guide the physical and built form of the Greater Airpark.

Policy LU 4.5 Greater visual variety and architectural interest should be considered in the design of the Greater Airpark's tallest buildings (Regional Core), particularly at the pedestrian level.

Response: Wood Partners intends to utilize 60+/- feet (including mechanical) of the allowed 84 feet in height allowed by the PCP ordinance to create a unique four-story residential community with Southwestern contemporary elevations complementary to the character of the adjacent Scottsdale Airpark. The design reflects a “wrap” concept (residential buildings wrapping the above grade parking structure) with architecture that creatively carves out several courtyard spaces and private balconies for its residents to enjoy. The design creates more openness and interest than a traditional linear building design. The commercial buildings will remain to the north and east with a new pad site at the southeast corner of the Property. Given the context, the residential building height will provide a logical transition from the taller massing elements (centered between Northsight and 87th Street and setback from dedicated streets) to the surrounding commercial context.

The overall concept is to create a mixed-use residential synergy within close proximity to abundant retail and office services. The project will create a sustainable, walk-friendly environment that takes advantage of the huge employment and retail base, which surrounds the Property. The Property is buffered from Northsight, Raintree and Loop 101 by the existing built environment, making the site ideal for residential redevelopment.

Policy LU 4.7 Encourage greater visual variety between employment/commercial land uses and residential neighborhoods and avoid continuous buildings shapes and mass adjacent to residential neighborhoods.

Response: Expanding upon the statements above, the unique design demonstrates a rich character and architectural variety between the proposed residential community and surrounding commercial. The residential building has been designed in a manner that provides a sensitivity to the pedestrian providing numerous connection points through the site, which do not exist today. Appropriate architectural detailing and materials may include, but are not limited to painted stucco, brick, metal balcony rails and metal awnings, all of which have been carefully selected to uphold the unique character and context of the Sonoran Desert and to blend with the surrounding context of the Scottsdale Airpark.

Goal LU 5

Encourage Greater Airpark development flexibility.

Policy LU 5.1 Update and provide greater flexibility in development regulations to achieve the goals of the Greater Airpark Character Area Plan and encourage revitalization in the area.

Response: As mentioned above, the proposal to utilize the PCP ordinance is desired because it allows for greater height and flexibility in development standards than the existing C-2 zoning with respect to the residential portion of this development. In addition, the remaining commercial property will utilize the PCP district as well. The PCP zoning will allow the applicant to create a unique, mixed-use residential community for the residents of Scottsdale and will not only meet but exceed the goals and policies of the GACAP.

Policy LU 5.2 Greater Airpark public amenities and benefits should be provided by the private sector when development bonuses, such as increased floor area, greater intensity, greater height, development standard flexibility, and/or street abandonment are considered. Potential public amenities and benefits may include, but are not limited to: New/expanded open space areas, transit and/or other mobility enhancements, including bicycle and pedestrian amenities, workforce housing...{relevant benefits listed}

Response: The proposed development is providing a bonus contribution for increased FAR (beyond 0.8) in the amount of \$520,146, which will be allocate towards the Cultural Improvements Program by providing artwork on site and/or paying an in-lieu contribution to the Greater Airpark Cultural Trust Fund. The PCP development also offers approximately 30% overall open space (28% required), removal of parking/paved areas and integration of new open space areas, enhanced pedestrian linkages as well as new housing opportunities to serve the Airpark employment core.

Goal LU 7

Develop an interconnected network of Signature Corridors to support the Greater Airpark as a place for meeting, creating, shopping, learning, as well as working.

Policy LU 7.2 Promote a greater mix of uses along identified Signature Corridors, which complement and are compatible with each respective land use designation.

Response: Signature Corridors are designated on the Greater Airpark Future Land Use Plan and include Northsight (to the west) and Raintree (to the south). Integrating a mixed-use residential development in this location broadens the current range of land uses in the area and provides additional housing options in the Airpark area.

Goal LU 8

Create an interconnected network of meaningful open spaces within the Greater Airpark.

Policy LU 8.1 Recognize and promote the value of usable open space as part of the community's quality of life.

Policy LU 8.2 Sustain and enhance meaningful open space corridors with the Greater Airpark.

Response: This project promotes the value of usable open space on several levels. The proposed residential community will place emphasis on the pedestrian and create a walkable community and connectivity to the surrounding land uses. Additionally, the project provides abundant open space well over the required 28% (this calculation excludes parking lot landscaping and private outdoor open space). The overall 13.08+/- PCP development is proposing approximately 30% +/- open space and approximately 33% +/- open space on the residential parcel alone. On-site open space includes gathering spaces, amenities, private outdoor living spaces, perimeter landscape buffers (ie: grass-crete), parking lot landscaping and meaningful pockets of internal open space to create privacy and a visual oasis for the residents and an attractive setting for the buildings. Additionally, the central open space area (retention basin) that is being added in place of existing parking will be programed as a usable passive recreation amenity for enjoyment of the residents and patrons. The space will include numerous shade trees, benches and a pathway.

➤ Neighborhood & Housing

Goal NH 2

Create complete neighborhoods within the Greater Airpark, through the development of urban dwelling types and mixed-use developments, while being respectful of the Greater Airpark as an aviation-based employment center.

Policy NH 2.1 Encourage developments, in Airpark Mixed Use Future Land Use Areas (AMU and AMU-R), to provide support services for current and future Greater Airpark residents, such as local markets, drugstores, and other essential services.

Response: A wide range of support services can be found nearby in the neighboring commercial developments. The residential land uses proposed under this application is a natural fit and complement the fabric of existing land uses in the Airpark.

Policy NH 2.2 Encourage a variety of urban dwelling types and mixed-use development in areas designated Airpark Mixed Use-Residential in the Greater Airpark Character Area Future Land Use Plan that are compatible with and support the aviation and employment uses of the Greater Airpark.

Response: The proposed development is particularly adept at satisfying this policy. The Airpark creates a unique opportunity to support a range of land uses that interrelate and balance the live, work, play concept. The integration of multifamily residential in a mixed-use setting strikes an important land use balance with the employment character of the Airpark. It provides a land use balance creating a stronger, sustainable employment and service node essential to the continued success of the Airpark.

***Policy NH 2.3** Incorporate gathering spaces and recreational opportunities into the design of mixed-use development to support a high quality of life for Greater Airpark residents.*

Response: Exterior amenities are noted in the response for Policy NH 2.4 (below) for The Pedestrian Circulation Plan and Landscape Plan show the exterior recreational amenities and connectivity. Together, these amenities provide several gathering and casual recreational opportunities for the residents. Although these are two separate projects, there will be pedestrian connectivity and compatible landscape/hardscape design elements between the commercial development and residential community so that the two land uses feel like a synergistic mixed-use development. Additionally, the central open space area (retention basin) that is being added in place of existing parking will be programed as a usable passive recreation amenity for enjoyment of the residents and patrons. The space will include numerous shade trees, benches and a pathway.

***Policy NH 2.4** Promote opportunities for parks, open space, and trail connections within new mixed-use development and as a part of the redevelopment of existing property.*

Response: The development provides design elements that cater to the pedestrian and provide an urban character through the use of building design, signage, connectivity, landscaping, open spaces, hardscape and lighting. The courtyard areas on the residential parcel will have a range of outdoor amenities including a pool, spa, cabanas, multiple seating areas, fire pit, bbq, bocce ball, turf area, and raised planters to create resort-like outdoor living spaces for residents to gather and relax. The site has a network on sidewalks that tie from the existing sidewalk within the commercial development and connect through the site north and south of the residential building (where there are currently no east-west pedestrian connection points). See Pedestrian Circulation Plan and Landscape Plan for more details on connectivity.

Goal NH 3

Encourage residential development that supports the local and regional employment-based land uses in the Greater Airpark.

***Policy NH 3.1** Encourage thoughtful and creative residential development that enhances, supports, and is sensitive to Airport operations and the Greater Airpark's identity as an employment center.*

Response: As previously discussed, the proposed uses will support the live, work, play philosophy mentioned throughout the GACAP. Special measures will be taken to create buildings that are sensitive and compatible to the nearby Airport operations.

Policy NH 3.2

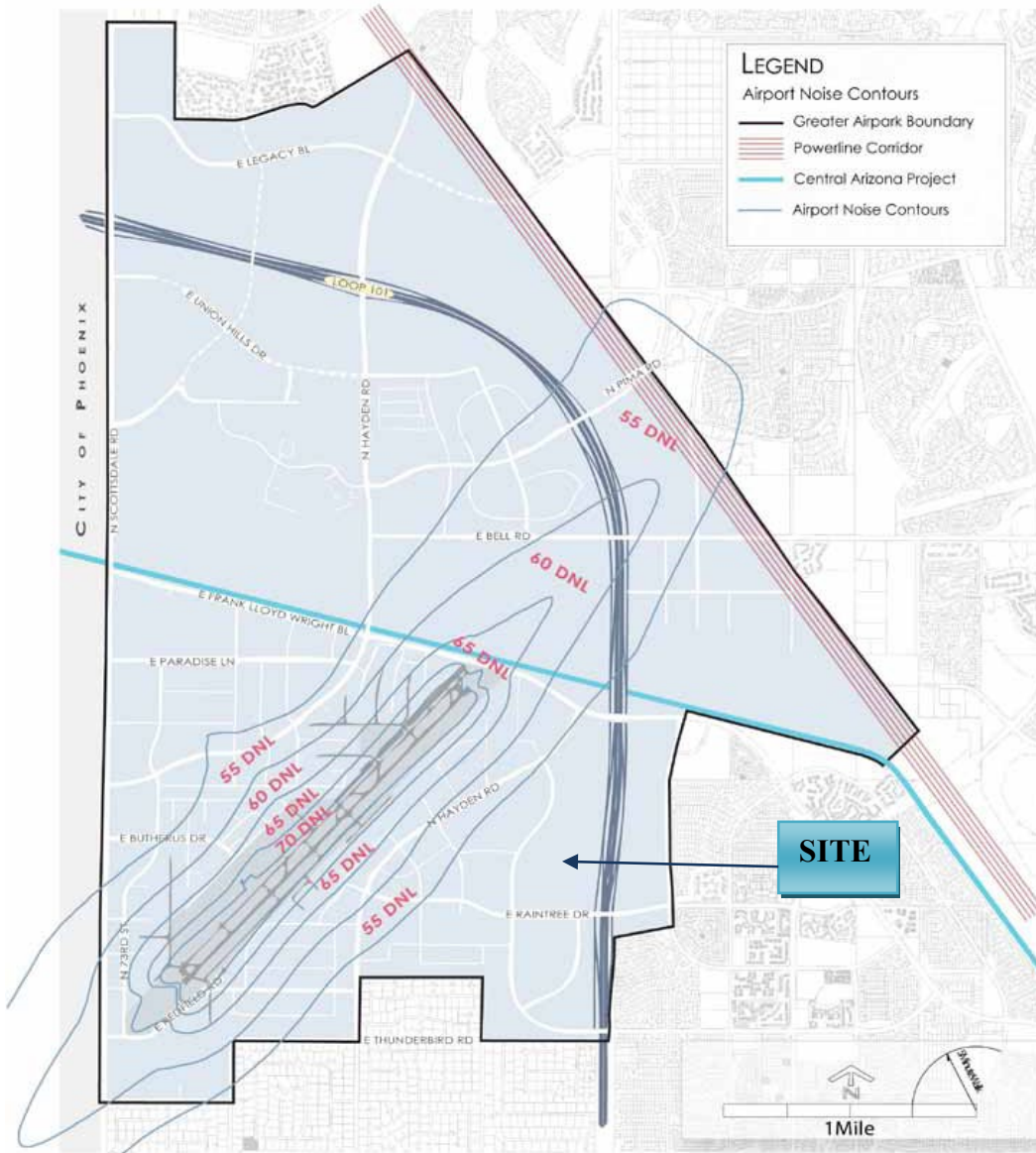
Incorporate residential into Airport Mixed Use-Residential Future Land Use Areas to reduce traffic congestion, improve air quality; and provide opportunities for workforce housing where:

- *Dwellings will not be adjacent to industrial uses that could be in conflict with residential uses;*
- *Dwellings will not lie within the 55 day-night average noise level (DNL) or higher areas established by the FAA; and*
- *Multi-modal transportation options will be incorporated into residential design.*

Response: The multifamily residential community will be located on an underutilized, commercial parcel, which makes it ideal for redevelopment. The proposed dwelling units will be located well outside the 55 DNL line (see the Scottsdale Airport Noise Contours Map below) and designed with upgraded building materials and insulation to provide appropriate sound attenuation. Multi-modal transportation options will be available to the commercial patrons and residents including, but not limited to walking, bicycling, driving and public transit. Just beyond the boundaries of the site, Northsight Boulevard, Raintree Drive and the Loop 101 are all designated as existing “transit routes” and “pedestrian/bicycle corridors” in the GACAP.

Scottsdale Airport Noise Contours -2009
(GACAP Page 30)

Noise contours surrounding the Scottsdale Airport denote day-to-night (DNL) average noise levels. Noise sensitive uses are not encouraged in 55 DNL and higher areas. These contours are often updated to reflect new noise levels as a result of new aircraft technologies.



➤ **Community Mobility**

Goal CM 4

Minimize the impacts of Greater Airpark vehicular traffic on adjacent residential neighborhoods.

Policy CM 4.2 Improve pedestrian and bicycle connections from adjacent neighborhoods to Greater Airpark destinations.

Response: Northsight (to the west) and Raintree (to the south) are both designated as Signature Corridors. Together with the Loop 101, the streets provide a framework for pedestrian and bicycle connections in the immediate area. The development will create a sustainable, walk-friendly environment for its residents with functional, internal pedestrian connections between site amenities and other land adjoining land uses. The site has a network of sidewalks that tie in and around the commercial and residential buildings to the existing retail to the north, south, east and west of the site (see Pedestrian Circulation Plan and Landscape Plan). Bike storage is provided on site for the residential community. The commercial parcels also have existing bike racks in conformance with the City's ordinance.

Goal CM 6

Enhance pedestrian and bicyclist access and activity for Greater Airpark residents, visitors, and employees.

Policy CM 6.5 Design corridors that accommodate and attract pedestrians and bicyclists, particularly in Airpark Mixed Use Future Land Use Areas and along Signature Corridors.

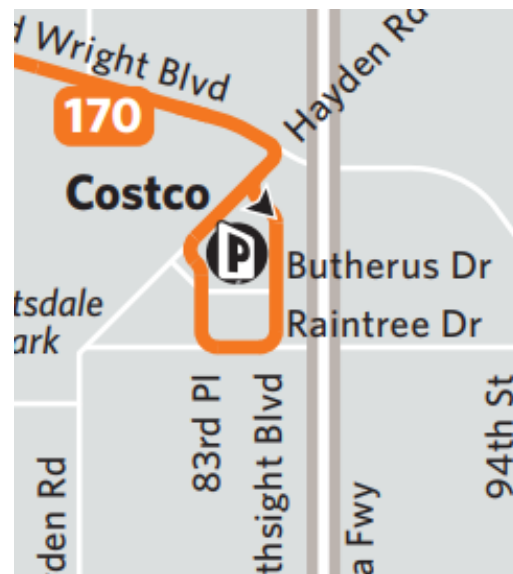
-and-

Goal CM 7

Promote sustainable transportation options that meet the needs of the current and future Greater Airpark community.

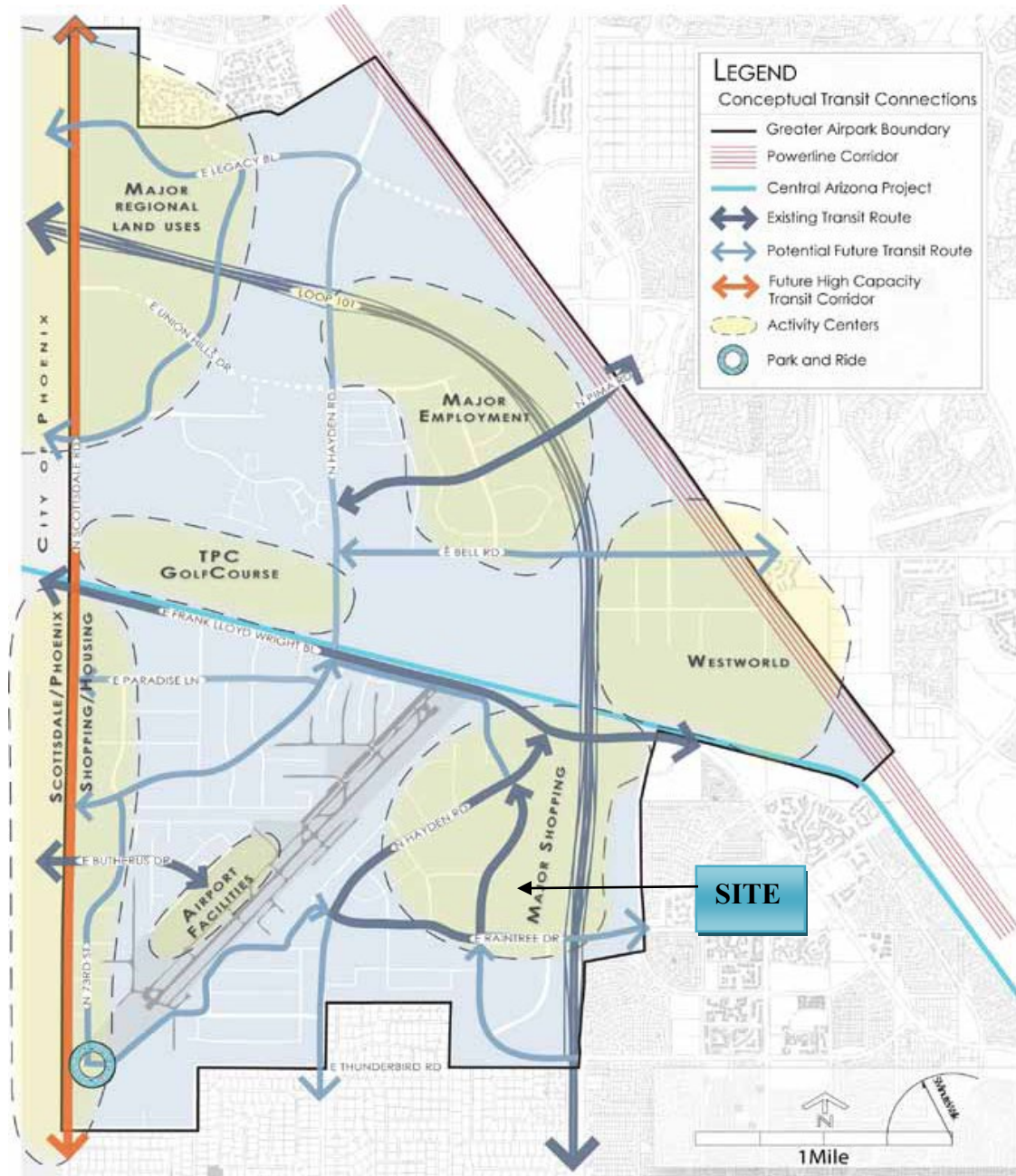
Policy CM 7.2 Promote more sustainable modes of passenger transportation, such as alternative fuel vehicles, walking, biking, and/or other future technologies.

Response: The site plan has been designed in a manner that pays particular attention to the pedestrian and bicyclist. The mixed-use nature of proposed development promotes vehicular trip reduction and a sustainable, walkable community. Residential land use integrated in this Airpark location increases the efficient movement of people by locating them close to employment and retail services, thereby minimizing vehicular trips on the regional



transportation network. The Greater Airpark Transit Connections Map (see below) designates this Property as a "major shopping" area with nearby "transit route" classifications (Northsight, Raintree, Loop 101). Bus and Scottsdale Trolley's routes both provide transit service near the site.

Greater Airpark Transit Connections
(GACAP Page 34)



➤ **Economic Vitality**

Goal EV 1

Sustain the long-term economic prosperity of the Greater Airpark.

Policy EV 1.1 *Develop and implement long-term economic development strategies that maintain and enhance city revenue streams in order to balance the area's revenue generation with the cost of services and ensure financial stability now in the future.*

Response: A mixed-use residential community on an underutilized property will generate significant building permit fees and revenue for the City of Scottsdale, new residential units in the Airpark area will increase retail sales and sales tax revenue for the City, and residential and commercial development will provide on-site jobs for retail, management and maintenance.

The integration of new development will enhance the City's revenue streams and bring financial benefits to Scottsdale businesses. Residents require services, goods, food, and entertainment and draw from local businesses and resources. By creating a walkable environment that already has abundant retail and service opportunities nearby, a land use balance will be created which will strengthen the City's long-term economic stability.

Goal EV 2

Maintain and strengthen established economic engines in the Greater Airpark.

Policy EV 2.5 *Aggressively market the Greater Scottsdale Airpark as an ideal destination to live, work and play.*

Response: The land uses proposed under this application complements the existing mixed-use character of the Scottsdale Airpark. The Airpark, as a whole, creates a unique opportunity to foster interrelated land uses and promote the live, work, play concept, which is memorialized in the GACAP. Additionally, surrounding retail development and the nearby employment core provide regional appeal for future residents. This application is driven by the site's surrounding land uses and a strong market demand for multifamily residential in this area.

➤ **Environmental Planning**

Goal EP 1

Reduce energy consumption through environmentally sensitive land use practices and design policies.

Policy EP 1.3 *Promote landscape design and irrigation methods that contribute to water and energy conservation.*

Response: The landscaping for the proposed development will be in accordance with the existing City approved landscape palette found in nearby developments including. Low

water-use indigenous plants and trees will be used throughout the project. Turf areas will be limited to interior areas for active and passive recreation. Trees and landscaping will be used to provide shade within the parking lot and for the buildings, thereby reducing the heat-island and reducing overall energy consumption for cooling. Low voltage landscape lighting will be used throughout the site as an efficient way to light the pathways and landscape areas while still meeting the dark-sky ordinance.

Goal EP 3

Reduce the Urban Heat Island effect in the Greater Airpark.

Policy EP 3.2 Increase the use of effective natural and man-made shading for parking lots, streets, and pedestrian areas.

Policy EP 3.4 Increase tree planting as a ground-level ozone reduction measure.

Response: The proposed redevelopment will reduce a significant amount of existing surface parking and will integrate approximately 30% open space in a meaningfully setting for use by both residents and patrons. The landscape plan identifies the proposed plant palette, which includes a range of shade trees and shrubs to further reduce the heat island effect.

Goal EP 4

Foster a sustainable balance between environmental stewardship and the development and redevelopment of the Greater Airpark.

Policy EP 4.2 Encourage all developments to respect and respond to the Sonoran Desert climate.

Response: Special attention has been given to the site planning and building aesthetic under this development proposal to uphold the distinctive character of Scottsdale and the Airpark area. The design envisioned for the Property will respect and enhance the unique climate and vegetation of the Sonoran Desert to help sustain our community and quality of life. The applicant's approach to the overall design is focused on providing harmony and compatibility with the visions and framework of the Airpark area. Sustainable strategies and green building techniques that minimize environmental impact and reduce energy consumption, will be emphasized. The specific sustainable elements are still being evaluated and may include, but are not limited to, recycled materials, energy efficient windows, energy efficient fixtures and appliances, and use of solar. The applicant is also committed to a third-party green building program.

Policy EP 4.8 Building design should respect and enhance the Sonoran Desert context of the Greater Airpark using building orientation, landscape buffers, colors, textures, material and lighting.

-and-

Goal EP 5

Improve water conservation efforts and encourage the reuse of graywater.

Policy EP 5.4 Encourage landscape improvements that limit the amount of turf area and make optimal use of indigenous adapted desert plants.

Response: To further elaborate on the statements above, the residential building has been designed in a manner to respond to the Sonoran Desert climate through the use of solar shading, landscaping, recessed windows, articulation, material selection, textures, paint colors, scale and massing in balance with the surrounding community. The development proposal promotes a rich desert landscape palette in a contemporary theme that celebrates the unique character and quality of the Sonoran Desert while providing an attractive resort-like setting for the buildings (proposed and existing).

➤ **Character & Design**

Goal CD 1

Enhance and strengthen the design character of Greater Airpark Future Land Use Areas.

Policy CD 1.1 Promote innovative, high quality design using specific design criteria associated with each Future Land Use Area in the Greater Airpark:

Airpark Mixed Use Future Land Use Areas (AMU & AMU-R)

The character of these areas is pedestrian-oriented, urban, and human-scale and features a variety of open spaces, gathering areas, and multi-modal transportation options. Multi-modal transportation should include bicycle and transit access connected to a pedestrian network to encourage social contact and interaction among the community. Design elements should be oriented toward people, such as the provision of shelter and shade for the pedestrian, active land uses at the ground floor/ street level, and a variety of building forms and facade articulation to visually shorten long distances. A variety of textures and natural materials is encouraged to provide visual interest and richness, particularly at the pedestrian level. Design of this Future Land Use Area should be based on a small city block layout with mid-block connections to promote greater walkability. The public realm may be activated through building and site design, orientation toward the street, high-activity uses on the street level, and the integration of public art.

Response: The proposed development achieves this policy in the following ways:

- Mixed-use live, work, play philosophy enhanced with proposed combination of uses (commercial and residential)
- Building design includes context appropriate massing, architecture and materials
- Special attention given to pedestrian linkages both internal to the site and along the perimeter emphasizes connectivity
- Compatibility with surrounding context
- Site and building design focus on Sonoran Desert climate through the use of solar shading, recessed windows, articulation, material selection, textures, paint colors, scale and massing
- Open space maximized and design to provide a range of recreational options for residents, both passive and active

Policy CD 1.2 Lighting should be designed to minimize glare, conserve energy, and accent the respective Future Land Use Area character.

Response: The on-site lighting will be designed in a manner to minimize glare and conserve energy while respecting and remaining consistent with the neighboring land uses. One of the lighting goals will be to provide appropriate low-level pedestrian scale lighting (ie: bollard and foot lighting) for pedestrians walking at night. The lighting will be integrated with the abundant desert landscaping proposed with this development.

IV. Planned Airpark Core Development (PCP)

This application includes a range of exhibits including the site plan, elevations, renderings, pedestrian/vehicular circulation plan, landscape plan, and civil engineering information which demonstrate the character and high-level of design proposed for this site.

Wood Partners Residential Community

The residential building has been designed in a manner that provides appropriate massing and sensitivity to the pedestrian. Architectural detailing and materials may include, but are not limited to painted stucco, brick, metal balcony rails and metal awnings selected to uphold the unique character and context of the Sonoran Desert. Residential amenities include fitness facility, clubhouse, two large courtyard spaces with outdoor amenities. Each courtyard design is unique, creating both active and passive recreational opportunities for the residents. The courtyard areas on the residential parcel will have a range of outdoor amenities including a pool, spa, cabanas, multiple seating areas, fire pit, bbq, bocce ball, turf area, and raised planters to create resort-like outdoor living spaces for residents to gather and relax. The parking structure is completely obscured from view as a result of the wrap design.

The purpose of the PCP district is to promote, encourage, and accommodate innovatively designed and master-planned mixed-use developments within the GACAP. The PCP district should:

A. Accommodate mixed-use commerce and employment centers.

B. Provide a dynamic complement to the employment cores with support retail, service, tourism, cultural, and residential uses.

Response: The proposed PCP zoning allows for the integration of a multifamily residential community (5.56+/- acres) on the subject 13.08+/- acre site. Per the PCP requirements, dwelling units are limited to 50% of the ground floor building area of the development plan, are located outside of the AC-3 airport area, will include noise attenuation and fair disclosure to residents. This development strongly contributes to the mixed-use sustainable character of the Scottsdale Airpark and complements the existing commerce and employment centers as well as the retail and service uses of the surrounding area. The proposed development accomplishes a range of goals including the revitalization of an underutilized property (vacant retail) integrating high quality, vibrant architecture and site planning to the area, and creating pedestrian synergy that will complement the existing Scottsdale Airpark developments.

C. Promote efficient and safe traffic circulation system through the inclusion of a mix of complementary uses and provisions for multiple modes of travel.

Response: The site plan has been designed in a manner that pays particular attention to the pedestrian and bicyclist along the perimeter and through of the site. The mixed-use nature of proposed development promotes vehicular trip reduction and a sustainable, walkable community. The residential land use integrated in this Airpark location increases the efficient movement of people by locating them close to employment and retail services, thereby minimizing vehicular trips on the regional transportation network. Additionally, the proposed residential use results in a significant decrease in daily vehicle trips as compared to the existing commercial zoning.

D. Promote architectural excellence and creative design through development standards that create high quality character for structures, site plans, and streetscapes.

E. Promote adjacent neighborhoods through strict development standards while encouraging innovative site planning and environmental sensitivity throughout the PCP district.

Response: The proposed development embodies an Airpark appropriate building with materials and colors that are compatible to existing fabric of the Airpark character while providing unique detailing and presence. Wood Partners intends to create a four-story residential rental community with Southwestern contemporary elevations complementary to the surrounding character. The design reflects a wrap concept with architecture that creatively carves out courtyard spaces and private balconies for its residents to enjoy. The design creates more openness and interest than a traditional linear building design. Collectively, the PCP development plan, including both existing commercial and newly proposed residential, is designed in a cohesive manner that provides visual and physical connectivity through the architectural styles and the hardscape/landscape design.

F. Provide an open space framework of enhanced streetscapes, functional pedestrian spaces, enhanced view corridors and other public environmental amenities.

Response: The residential community will place emphasis on the pedestrian and create a walkable community and connectivity to the surrounding land uses tying into the existing commercial fabric. Additionally, the project provides abundant open space with 30% +/- open space well over the required 28% +/- (this calculation excludes parking lot landscaping and private outdoor open space). Notably, the residential site alone provides approximately 33% +/- open space. On-site open space includes gathering spaces, amenities, private outdoor living spaces, perimeter landscape buffers (ie: grass-crete and landscaping), pedestrian ways, parking lot landscaping and meaningful pockets of internal open space to create privacy and a visual oasis for the residents and an attractive setting for the buildings.

G. Promote environmental stewardship and sustainability through the application of recognized and established environmentally responsible building techniques and desert appropriate design approaches.

Response: The Airpark is predominately an employment core area. Integrating the proposed multifamily land use will provide a residential rental and workforce housing opportunity for the residents of Scottsdale in an employment and service core area of the City. The location of the Property not only provides an opportunity for workforce housing in the employment core, but also connectivity to the retail and restaurants established in the nearby developments that will enhance their sustainability contributing towards the live, work, play goals identified in the GACAP.

Bonus for Increase FAR

The applicant intends to utilize the bonus provision for floor area ratio (FAR) by applying the formula provided in Section 5.4008. Bonus Development Standards. Application of the formula is outlined below based on 2020 calendar year:

FAR Allowed: 13.08 (569,811 s.f.) acres x 0.8 = 455,849 s.f.

FAR Proposed: 496,732 s.f.

Bonus FAR Requested: 40,883 s.f.

Proposed Building Square Footage Summary

Wood Partners Multifamily: 376,881 s.f.

Self Storage: 82,100 s.f.

Boot Barn Retail Building: 29,246 s.f.

New Retail Pad: 8,505 s.f.

Total: 496,732 s.f.

Bonus Floor Area Contribution: CC = (BSF times 10) times (1.035^(CY-2013))

CC= Contribution cost

BSF = Gross square footage of bonus floor area

CC = (40,883 x 10) or 408,830 * 1.035 ⁽⁷⁾

Based on 2020 calendar year for permit issuance.

CC = \$520,146

Based on the application of the formula the developer will gain an additional 40,883 s.f. of gross building area by providing \$520,146 of additional special improvements. A development agreement has been provided to the City with the zoning application and the developer is electing to allocate the bonus contribution cost towards the Cultural Improvements Program by providing artwork on site and/or paying an in-lieu contribution to the Greater Airpark Cultural Trust Fund.

V. Scottsdale Sensitive Design Principles

The Character and Design Element of the General Plan states that “Development should respect and enhance the unique climate, topography, vegetation and historical context of Scottsdale's Sonoran Desert environment, all of which are considered amenities that help sustain our community and its quality of life.” The City has established a set of design principles, known as the Scottsdale's Sensitive Design Principles, to reinforce the quality of design in our community. The following Sensitive Design Principles are fundamental to the design and development of the Property.

- 1. The design character of any area should be enhanced and strengthened by new development.***

Response: The Property is surrounded by retail commercial uses and vacant buildings (prior Sam's Club to the north). Redeveloping the Property with mixed-use residential will enhance and strengthen the Airpark employment core. This application includes a range of exhibits including the site plan, elevations, landscape plan, and civil engineering information, all of which demonstrate the character and high-level of design proposed for this site. The mixed-use residential community has been designed in a manner that provides appropriate massing given the scale and context and Airpark setting. The development encourages alternative modes of transportation by focusing on a pedestrian network that encourages interaction with the surrounding context and adjacent uses.

- 2. Development, through appropriate siting and orientation of buildings, should recognize and preserve established major vistas, as well as protect natural features.***

Response: Although the setting of the Property is an established commercial center and does not have natural features such as washes and natural area open space, the design

team has paid particular attention to enhance the ground-level pedestrian experience.

3. *Development should be sensitive to existing topography and landscaping.*

Response: The Property is an Airpark redevelopment site (currently vacant retail buildings). All landscaping will consist of low-water use desert appropriate landscaping materials in conformance with City's guidelines. The existing topography of the site is relatively flat, and therefore, will be maintained.

4. *Development should protect the character of the Sonoran Desert by preserving and restoring natural habitats and ecological processes.*

Response: The proposed redevelopment will include desert appropriate landscaping (as well as integration and relocation of native plants). Additional landscaping will contribute to the urban habitat for wildlife and improved air quality. Also, desert appropriate plants will be able to withstand the variations of the local climate and as they mature they will become self-sustaining relative to water demand.

5. *The design of the public realm, including streetscapes, parks, plazas and civic amenities, is an opportunity to provide identity to the community and to convey its design expectations.*

Response: Pedestrian circulation is an important feature of this development, as numerous retail, employment, and service related uses are within walking distances from this site.

6. *Developments should integrate alternative modes of transportation, including bicycles and bus access, within the pedestrian network that encourage social contact and interaction within the community.*

Response: Mixed-use development is an important component of successful smart growth and livable community development. When a wide variety of uses and housing choices are located within close proximity to commercial, employment, and support services, walking, bicycling and transit become a more practical means of travel and a synergy between land uses naturally occurs. The proposed mixed-use residential community will not only bring reinvestment and redevelopment to the area (currently vacant retail) but will also bring development that more closely aligns the goals and policies of the City by reinvigorating the Airpark core. Mixed use developments inherently reduce the number and distance of automobile trips and improve air quality, thereby enhancing the quality of life for the community.

7. *Development should show consideration for the pedestrian by providing landscaping and shading elements as well as inviting access connections to adjacent developments.*

Response: The proposed development will incorporate design elements that respect human-scale, providing shade and shelter through building, site and landscape design.

8. *Buildings should be designed with a logical hierarchy of masses.*

Response: Variation in massing, proportion, material contrast, and architectural detailing will be provided establishing a natural hierarchy. The proposed mixed-use residential development also provides continuity between the newly proposed and existing architecture in the surrounding Airpark area, providing contextually appropriate development and visual fluidity between the various uses.

9. *The design of the built environment should respond to the desert environment.*

Response: The proposed development will utilize a variety of desert appropriate textures and building finishes, incorporate architectural elements that provide solar shading and overhangs, and celebrate the Southwest climate by creating outdoor spaces and amenities.

10. *Developments should strive to incorporate sustainable and healthy building practices and products.*

Response: Sustainable strategies and green building techniques that minimize environmental impact and reduce energy consumption, will be emphasized. The specific sustainable elements are still being evaluated and may include, but are not limited to, recycled materials, energy efficient windows, energy efficient fixtures and appliances, and use of solar.

11. *Landscape design should respond to the desert environment by utilizing a variety of mature landscape materials indigenous to the arid region.*

Response: Context appropriate, mature arid-region plant materials will be utilized with the redevelopment and enhancement of the Property. The desert character will be upheld through the careful selection of plant materials in terms of scale, density, and arrangement (see landscape plans) and well as repurposing of existing native species.

12. *Site design should incorporate techniques for efficient water use by providing desert adapted landscaping and preserving native plants.*

Response: The proposed development will maintain a low-water use plant palette (see landscape plan and renderings). Context appropriate desert plant materials will be utilized with the development of the Property, consistent with the established vegetative pattern found in the Airpark.

13. *The extent and quality of lighting should be integrally designed as part of the built environment.*

Response: Lighting is designed in a manner that is respectful of the surrounding context while maintaining safety for patrons, residents and visitors.

14. *Signage should consider the distinctive qualities and character of the surrounding context in terms of size, color, location and illumination.*

Response: Project identification will be contextually appropriate and processed under a separate approval and permit process.

February 8, 2019

Via Hand-Delivery with Application, to:

City of Scottsdale
Planning & Development Services Department
7447 East Indian School Road, Suite 105
Scottsdale, Arizona 85251

Re: Letter of Authorization – North of NWC of Raintree & Pima

To Whom It May Concern:

This letter authorizes the firms and companies of Wood Partners, Berry Riddell, CCBG Architects, SEG Engineering, J2 Engineering & Environmental Design, and Technical Solutions to represent and act on behalf of **101 Mega Raintree LLC & 101 Envy Raintree LLC** in connection with the minor General Plan Amendment, Zoning, Abandonment, Preliminary Plat and Development Review Board applications as well as any related City matters/applications for the property located north of the northwest corner of Raintree & Pima (APN: 215-52-034L and 215-52-034M) in the City of Scottsdale, Maricopa County, Arizona. This authorization is limited to PreApp# 866-PA-2018 and does not extend to other Design Review applications or matters on adjacent properties.

Property Owner:

Jim Riggs 